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SOURCE Yugoslav newspapers as indicated.

YUGOSLAV-MADE TRUCKS  
TO BE PRODUCED SERIALLY

NEW TRUCK OF YUGOSIAV DESIGN -- Duga, No 196, 7 May 49

The new Prvenac 3-ton truck, designed and built at the Industrija Motora plant in Rakovica, near Belgrade, made its first trip through Belgrade streets in the 1949 May Day parade. The truck, made entirely of Yugoslav parts, will soon be produced serially in Yugoslavia.

The first truck ever built in Yugoslavia first appeared in the May Day parade of 1947. This truck, the Pionir, was made of imported parts assembled in Yugoslavia. Trucks of the Pionir type were serially produced in Yugoslavia until recently, when their production became impractical because shipments of parts from Czechoslovakia often arrived many months late. Also, no foreign car is perfectly adapted to the special requirements of the Yugoslav terrain.

The Prvenac is a better truck than the Pionir and in addition represents savings of more than 10 percent in materials and 15 percent in labor. The Prvenac is more maneuverable and can develop a speed of 65 kilometers per hour while loaded with 3 tons of freight. It can negotiate any kind of terrain in Yugoslavia and can turn around in a circle 11 meters in diameter.

The upper part of the cab is fastened to the lower part, which contains the engine, by means of hooks. The upper and lower parts can be uncoupled in 7 minutes. In case of engine trouble, the engine can be removed easily. The door weighs only 25 kilograms and also can be removed easily. The backs of the seats can be folded, and a comfortable bed can be made in the cab.

The prototype of the body of the Prvenac truck was made in Zagreb, and the chassis was developed in the Industrija Motora at Rakovica. The Prvenac will be the first motor vehicle to be serially produced in the Maribor Automobile Factory at Tezna [sic; probably Tezno, a suburb of Maribor, in Slovenia].

STAT

- 1 -

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**BELGRADE-ZAGREB HIGHWAY NEARS COMPLETION -- Tehnika Narodu, No 16, 20 Apr 49**

The Brotherhood and Unity Highway between Belgrade and Zagreb will be 90 kilometers shorter than the old road it replaces. Thus far 130 kilometers have been completed, and the highway has been opened to traffic between Belgrade and Sremska Mitrovica and between Zagreb and Ivanic Grad. The remaining 255 kilometers will be completed this year. This means that twice as much work must be accomplished in 1949 as was done during the last 2 years. After the earthwork is completed, 2 kilometers of highway must be built per day.

About 2 million square meters of concrete, asphalt, and cobblestone pavement will be laid. Most of the pavement will be concrete. Cobblestones will be laid on embankments and through forests, and one section will be asphalt on a crushed stone base.

The largest projects on the highway are the important bridge over the Lonja, the 100-meter bridge over the Cesma, and the one over the Bosut River, which is one of the largest bridges of its kind in the world. This bridge is 167 meters long and 12 meters wide, and is supported on wooden piles driven into the river bed.

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**NEW-TYPE BOAT UNDER CONSTRUCTION -- Tehnika Narodu, No 15, 13 Apr 49**

During a recent contest, the Savezna Brodarska Radionica (Federal Ship Workshop) built a model of an original boat, the first boat with an engine above the water to be made in Yugoslavia. The model has an air instead of a water propeller. A model airplane engine is attached to the hull by two engine supports.

The Workshop has pledged that it will build a full-size boat by Marshal Tito's birthday, 25 May. The hull, already completed, is 4.82 meters long and 1.8 meters wide. The engine, which has already been obtained, generates 60 horsepower. The engine supports and propeller are still to be constructed.

A defect in this craft is its lack of stability, as almost the entire motor is above the hull. To increase stability, the engine supports will be made of tubes of special steel, on which the engine will rest in the lowest possible position. The propeller will have four blades.

The new boat will be capable of a speed of 70 kilometers per hour, which is much faster than the present gig. Another advantage is its shallow draft and the fact that the propeller is not fouled in shallow water.

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**LJUBLJANA MODERNIZES TELEPHONE LINES -- Tovaris, No 1, 7 Jan 49**

All overhead telephone lines in Ljubljana are being replaced by underground cables.

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